

BILLARD PROFIT ANGERED MORGAN

Thought \$2,748,700 in New Haven Deal Too Much, Mellen Says.

DIRECTORS' MINUTES RULED OUT AS WRONG

Just \$1,000,000 Out of the Way, Ex-President of Railroad Testifies.

Charles S. Mellen's memory and the duly attested and signed minutes of the New Haven directors' meeting of October 8, 1909, were in conflict at the New Haven trial yesterday. To the satisfaction of the defense, the court ruled to accept Mr. Mellen's word.

The divergence between Mr. Mellen and the records related to the dealings between the New Haven and John L. Morgan and his company. The specific points involved were, first, the 109,948 shares of Boston & Maine stock which the New Haven company was prohibited from holding in its own name, and to hold which, it is alleged, the Billard company was created, and, secondly, the amount of Billard company assets was in the hands of the New Haven.

R. L. Batts, chief government counsel, holding the minute book of the directors' meeting in his hand, stated that the minutes of the meeting of October 8, 1909, were in conflict with the minutes of the meeting of the October 8 meeting, purporting to come from Mellen, then president of the New Haven, regarding the Billard matter.

He went on to explain that Mellen declared the report was incorrect. Batts asked leave to introduce it as evidence, nevertheless, to be supported by other data, and to allow the jury to pass upon it as a question of fact.

"The figures in that report are incorrect," Mellen said. "There is a discrepancy of \$1,000,000, that's all," Mellen said. "This report is in the minutes signed in the handwriting of John G. Parker, the secretary. Do you know where the report came from?" Batts asked Mellen.

"I am sure I do not," Mellen replied. "It is Mr. Parker's handwriting, and I imagine the figures in it were taken from some memorandum found in my portfolio. I brought the matter before the board and I suppose made an oral report, but this is radically different from what I said."

"May it not be possible that these represent the figures you presented in your oral report?" asked Judge Hunt.

"Oh, no, there is no possibility of that; they are too incorrect," Mellen replied, and the judge ruled that the report should not be read in evidence.

"How long after the report was made was there an objection raised to it by you?" Batts asked, reluctant to drop the matter.

"Within two months and a half," Mellen replied.

"Did you try to do anything about it in the meantime?" asked Batts.

"Oh, yes, I had several conferences with Lewis Cass Lydard about it and wanted to tear the page out of it, but he said: 'Oh, good God! You can't do that; it would be a crime—that I wanted to commit a crime,' Mellen said, and it was never changed."

The evidence which the government failed to have admitted was in support of its contention that the Billard company was nothing but a New Haven dummy, owned entirely by it.

Other phases of the Billard matter

SHAW SEES PEACE IN WORLD LEAGUE

Says Severe German Defeat Might Mean Alliance Between Berlin and United States.

London, Nov. 24.—A league of Western civilization as a preventive against future war was the suggestion made by George Bernard Shaw in an address delivered here last night. He pictured a combination of white civilization from the Rockies to the Carpathians organized on a democratic basis in this league. He wished to see America, France, England and Germany in the league, joined for their own protection, by Belgium and the Scandinavian states. Britain, he declared, was showing Germany that she had better be her friend than her enemy.

"I do not believe," Mr. Shaw said, "there can be any peace in the world until there is peace between England, France and Germany. If Great Britain defeated Germany very heavily the latter might try to seek a combination with the United States. She might say to America: 'We have been beaten by the British; this terrible naval power we have been unable to resist. You see how we are penned in. You are in the same position, and had you not better form a combination with us?'"

"Britain might drive Germany and America into another's arms by carrying victory too far," Mr. Shaw said. "The world would be the fundamental fault of the democrats and socialists of this country, and democracy must be far more active in the future."

GREAT WAR ENDS CHRISTMAS DAY

Continued from page 1

the best men and women that the world has to offer, and when we get the heads of neutral nations together with us, our efforts to bring this horror to a speedy end will be more successful.

"So it is not proposed calling the rulers of the nations at war into conference with your organization?"

"That question will be answered at the same time that we announce our plans fully."

Mr. Ford was asked what made him so certain that the men at the front were opposed to war. The automobile worker turned to Louis P. Lochner, of Chicago, secretary of the National Peace Federation, who is working with Mr. Ford on the peace plan. Mr. Lochner said:

"I was in Germany and in France shortly after the war started. In Berlin is a headquarters of the International Society of Socialists. There the Socialist leaders received letters from Socialists at the front, declaring that none of the men in action wanted the struggle to continue. In France I learned the same thing about the French soldiers, who as was the case with the Germans—reported that they had learned their enemies wanted the war to end. The Socialists in Berlin get together quietly once each week to go over the reports they receive from comrades in the trenches. The German government knows of these meetings, but they are not matters of common knowledge."

"Mr. Ford had the slightest doubt that his expedition will be welcomed at every foreign port reached by the ocean?"

His bubbling confidence was most evident in the answer he gave to a question of whether he would take an active part in Mr. Villard's Washington campaign.

"I'll get to work with Mr. Villard," he said. "I'm immediately on my return from abroad after the war is over."

"It could not be learned yesterday whether the peace liner will be engaged for a round trip. Mr. Lochner said he understood the charter called for only a one-way trip. W. Benton Crisp, of Crisp, Randall & Crisp, lawyers, of 80

KENNECOTT SYNDICATE SUPPLIES \$65,000,000

Completes Plan to Consolidate Braden and Utah Coppers.

The syndicate which has been formed to underwrite the Kennecott Copper Corporation consolidation plan, it was announced yesterday, has agreed to furnish an amount up to \$65,000,000. It was understood that the entire amount has been subscribed and the syndicate is being paid a 5 per cent commission in stock of the Kennecott for the liability which it assumes in taking over control of the Braden Copper Company and the 400,000 shares of the Utah Copper Company held by the Guggenheim Exploration Company.

The amount involved through the purchase of the Braden and the Utah stocks and the bonds of the Kennecott is approximately \$89,000,000, but holders of \$24,000,000 of Utah and Braden shares have agreed to accept stock of the Kennecott in the exchange for their holdings, leaving \$65,000,000 to be underwritten.

It was understood that a proposal has been made to take over the \$65,000,000 of the Kennecott stock at \$200, or holders may accept 40 shares of Kennecott stock in exchange for each bond of the Braden and the Utah.

It is also proposed to take over the steamship and railroad properties from the Alaska Syndicate, in which the Guggenheims and the Braden family owned a controlling interest. The Alaska Syndicate is being taken over at \$15 a share, or one share of Kennecott for three and one-half shares of Braden. The Alaska Syndicate is being taken over at \$15 a share, or one share of Kennecott for three and one-half shares of Braden.

The Guggenheim Exploration Company is being obtained on the basis of \$75 a share, or one and one-half shares of Kennecott for each share of Utah.

Directors of the Kennecott company will meet soon to approve the consolidation plan, which also involves the dissolution of the Guggenheim Exploration Company. A special meeting of the stockholders will be held early in December to ratify the action of the directors.

SENT TO PRISON FOR AUTO CRASH

Owner of Machine Gets Sixty Days for Running Into Trolley Car.

In line with the increasing severity of magistrates toward automobile offenders because of the recent increase in the number of accidents, William E. House, of 12 Maple Avenue, Maplewood, N. J., received sixty days in the Essex County Jail. He was sentenced by Recorder Nott yesterday, after he had pleaded guilty to driving his machine while intoxicated.

Mrs. House, who was in court when the sentence was passed, fainted. House is forty-four years old, and recently became much worried through the death of his mother and the loss of his position. Late Tuesday night he drove his machine into a trolley car at Canal and Birchwood Avenues, East Orange.

Twelve automobile speeders were arraigned before Magistrate Deuel in the Washington Heights Court yesterday. Seven of them, including a motorist, were fined from \$20 to \$30 and three were held over.

Dr. J. H. McHenry, of 175 West Seventy-second Street, who was arraigned, was offered as an excuse that he was going to a very important case. "I can't treat doctors any different from other folks," said the magistrate. "If I do, the first thing you know they will go joy-riding."

John Janky, of Elmhurst, Long Island, obtained a verdict of \$1,000 yesterday in the Supreme Court in Long Island City against Michael F. McCarthy, driver of a mail truck. Janky asked \$10,000 for the death of his son Joseph, sixteen years old, who was struck by McCarthy's truck in November, 1913.

Ignatz Hamor, president of the Pasaic Worsted Knitting Mills, at Garfield, N. J., was instantly killed yesterday morning when his machine over-turned as he was rounding a sharp corner. He was forty-nine years old and leaves a wife and two children. Robert Geyer, a lawyer, the only other occupant of the car, escaped with slight bruises.

THE WEATHER REPORT

Forecasts and Records of the Last Twenty-four Hours.

Washington, Nov. 24.—The low area central on the North Pacific Coast moving eastward to East Nebraska and increased considerably in intensity. This far it has not been attended by precipitation except in the rear. Snow has fallen in the middle Rocky Mountain region, and rain or snow over the plateau states, also in the Pacific Coast states. In the East the weather is dominated by a high temperature which has built up in the last twenty-four hours over the Canadian maritime provinces.

For weather in indicated for Thursday and Friday: Fair to clear, with light to moderate winds from the north. Rain is indicated for the upper lake region Thursday, and for the lower lake region Friday.

Temperature will rise slightly to Atlantic coast districts.

Forecast for Saturday and Sunday: Fair to clear, with light to moderate winds from the north. Rain is indicated for the upper lake region Saturday, and for the lower lake region Sunday.

Forecast for Monday and Tuesday: Fair to clear, with light to moderate winds from the north. Rain is indicated for the upper lake region Monday, and for the lower lake region Tuesday.

BOY SCOUTS' AMERICA

80 MADISON AVENUE HEADQUARTERS NOTICES.

The following notices were passed by the organization for promotion to 25 class on Tuesday last, at the 80 Madison Avenue headquarters:

Boy Scout No. 100, Robert J. Kennedy, Jr., of 100 Madison Avenue, was promoted to 25 class. Boy Scout No. 101, Edward W. Kennedy, of 100 Madison Avenue, was promoted to 25 class. Boy Scout No. 102, John W. Kennedy, of 100 Madison Avenue, was promoted to 25 class. Boy Scout No. 103, William W. Kennedy, of 100 Madison Avenue, was promoted to 25 class. Boy Scout No. 104, Charles W. Kennedy, of 100 Madison Avenue, was promoted to 25 class. Boy Scout No. 105, Frank W. Kennedy, of 100 Madison Avenue, was promoted to 25 class. Boy Scout No. 106, George W. Kennedy, of 100 Madison Avenue, was promoted to 25 class. Boy Scout No. 107, Henry W. Kennedy, of 100 Madison Avenue, was promoted to 25 class. Boy Scout No. 108, James W. Kennedy, of 100 Madison Avenue, was promoted to 25 class. Boy Scout No. 109, John W. Kennedy, of 100 Madison Avenue, was promoted to 25 class. Boy Scout No. 110, William W. Kennedy, of 100 Madison Avenue, was promoted to 25 class.

DUPONT DIVIDENDS DECLARED

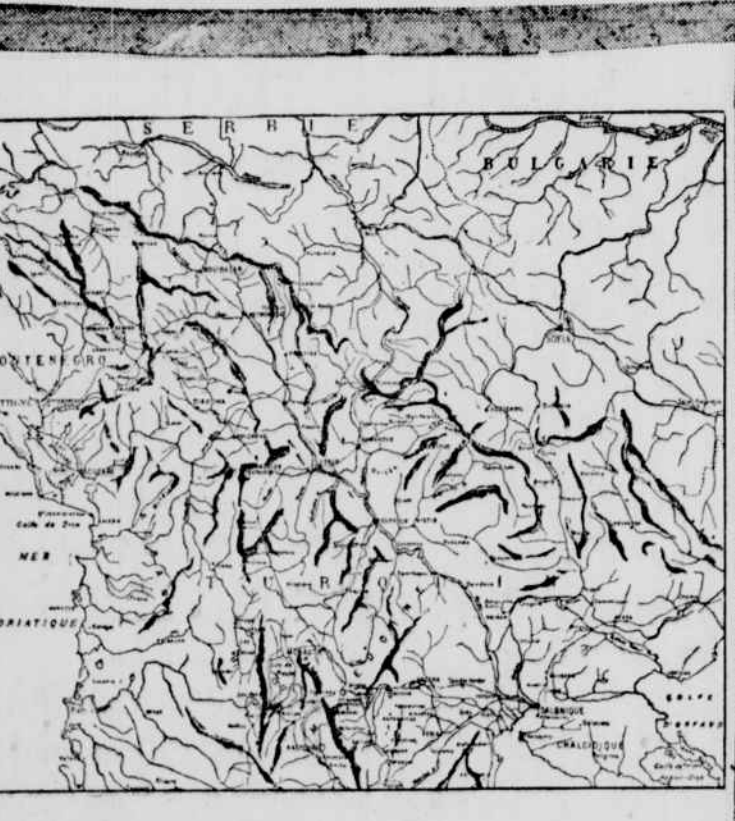
1 1/2 Per Cent on Old and New Stock, 28 1/2 Extra on New.

Wilmington, Del., Nov. 24.—The directors of the E. I. du Pont Powder Company, at a meeting here today, declared dividends as follows: One and one-half per cent regular quarterly dividend on the old stock, 1 1/2 per cent regular quarterly dividend on the new stock and an extra dividend of 28 1/2 per cent on the common stock of the old and new issue. A regular quarterly dividend of 1 1/2 per cent was also declared on the new preferred stock.

On October 15 the company declared a 200 per cent stock dividend; on August 21 an extra dividend of 5 per cent was declared, and on May 28 an extra cash dividend of 2 per cent and a special dividend of 5 per cent, payable in 6 per cent cumulative preferred stock of the Atlas Powder Company. On March 15 an extra dividend of 1 per cent was declared on the common.

FIRE RECORD.

A. M.
1:00—2527 Amsterdam av. 17. Etienne: tri-
1:35—322 Mott st. John Barrow: 500.
2:00—123 23 av. Meyer: 1000.
2:30—123 23 av. Meyer: 1000.
3:00—123 23 av. Meyer: 1000.
3:30—123 23 av. Meyer: 1000.
4:00—123 23 av. Meyer: 1000.
4:30—123 23 av. Meyer: 1000.
5:00—123 23 av. Meyer: 1000.
5:30—123 23 av. Meyer: 1000.
6:00—123 23 av. Meyer: 1000.
6:30—123 23 av. Meyer: 1000.
7:00—123 23 av. Meyer: 1000.
7:30—123 23 av. Meyer: 1000.
8:00—123 23 av. Meyer: 1000.
8:30—123 23 av. Meyer: 1000.
9:00—123 23 av. Meyer: 1000.
9:30—123 23 av. Meyer: 1000.
10:00—123 23 av. Meyer: 1000.
10:30—123 23 av. Meyer: 1000.
11:00—123 23 av. Meyer: 1000.
11:30—123 23 av. Meyer: 1000.



"Never Heard of Peace Trip."

Say Edison and Wanamaker

West Orange, N. J., Nov. 24.—Thomas A. Edison said to-night: "Don't know anything of Mr. Ford's peace mission." William H. Meadowcroft, his assistant, admitted that Mr. Ford had called upon the laboratories, but said that he had never mentioned his peace plan, and had made no arrangements to see Mr. Edison regarding it.

(By Telegram to the Tribune.)

Philadelphia, Nov. 24.—John Wanamaker to-night, through his butler, said he had never heard of the Ford peace voyage.

Shipping Information and Marine News of the World

Vessels Arriving at and Departing from Port of New York.

MINUTARY ALMANAC.
Sunrise, 6:45; sunset, 4:35; moon rise, 7:42; moon set, 10:15.

HIGH WATER.
A. M. P. M.
Sandy Hook, 11:15 12:20
Hell Gate, 11:15 12:20

WIRELESS REPORT.
The New York American Line, 1,440 miles east of Sandy Hook at noon yesterday. Expected to dock Sunday.

ARMY AND NAVY ORDERS: MOVEMENTS OF WARSHIPS

From The Tribune Bureau

Washington, November 24.

Capt. WILLIAM C. HARMY, Marine Corps, appointed member of national board for promotion of the Marine Corps.

First Lieut. ALBERT H. ACHER, Corps of Engineers, to San Francisco for examination for promotion.

NAVY.

Lieut. H. A. ORR, detached from the USS "Albatross" to the USS "Albatross" for duty.

Lieut. H. A. ORR, detached from the USS "Albatross" to the USS "Albatross" for duty.

Lieut. H. A. ORR, detached from the USS "Albatross" to the USS "Albatross" for duty.

MOVEMENTS OF WARSHIPS

From The Tribune Bureau

Washington, November 24.

Capt. WILLIAM C. HARMY, Marine Corps, appointed member of national board for promotion of the Marine Corps.

First Lieut. ALBERT H. ACHER, Corps of Engineers, to San Francisco for examination for promotion.

NAVY.

Lieut. H. A. ORR, detached from the USS "Albatross" to the USS "Albatross" for duty.

Lieut. H. A. ORR, detached from the USS "Albatross" to the USS "Albatross" for duty.

Lieut. H. A. ORR, detached from the USS "Albatross" to the USS "Albatross" for duty.

"The Whisper of Peace"

FRANK H. SIMONDS, author of "The Great War," tells in his regular weekly editorial in SUNDAY'S TRIBUNE why he believes that any hope of present peace is vain. He takes up one by one the questions that will arise in any discussion of peace, and one by one he drops them out the window.

Read it for the characteristically clean-cut reasoning that answers another big question for you. Your NEWSDEALER will reserve your copy now.

The Sunday Tribune

First to Last—The Truth:
News—Editorials—Advertisements

AMERICAN LINE

AMERICAN STEAMERS
Under the American Flag
N. Y.—Liverpool—Pier 62, N. R., Nov. 27, 1915.
N. Y.—London—Pier 62, N. R., Dec. 4, 1915.
N. Y.—Bremen—Pier 62, N. R., Dec. 11, 1915.
N. Y.—Hamburg—Pier 62, N. R., Dec. 18, 1915.
N. Y.—Antwerp—Pier 62, N. R., Dec. 25, 1915.
N. Y.—Brussels—Pier 62, N. R., Jan. 1, 1916.
N. Y.—Paris—Pier 62, N. R., Jan. 8, 1916.
N. Y.—Marseille—Pier 62, N. R., Jan. 15, 1916.
N. Y.—Algiers—Pier 62, N. R., Jan. 22, 1916.
N. Y.—Tunis—Pier 62, N. R., Jan. 29, 1916.
N. Y.—Oran—Pier 62, N. R., Feb. 5, 1916.
N. Y.—Casablanca—Pier 62, N. R., Feb. 12, 1916.
N. Y.—Mogador—Pier 62, N. R., Feb. 19, 1916.
N. Y.—Lima—Pier 62, N. R., Feb. 26, 1916.
N. Y.—Santiago—Pier 62, N. R., Mar. 5, 1916.
N. Y.—Valparaiso—Pier 62, N. R., Mar. 12, 1916.
N. Y.—Buenos Aires—Pier 62, N. R., Mar. 19, 1916.
N. Y.—Rio de Janeiro—Pier 62, N. R., Mar. 26, 1916.
N. Y.—Sao Paulo—Pier 62, N. R., Apr. 2, 1916.
N. Y.—Montevideo—Pier 62, N. R., Apr. 9, 1916.
N. Y.—Buenos Aires—Pier 62, N. R., Apr. 16, 1916.
N. Y.—Rio de Janeiro—Pier 62, N. R., Apr. 23, 1916.
N. Y.—Sao Paulo—Pier 62, N. R., Apr. 30, 1916.
N. Y.—Montevideo—Pier 62, N. R., May 7, 1916.
N. Y.—Buenos Aires—Pier 62, N. R., May 14, 1916.
N. Y.—Rio de Janeiro—Pier 62, N. R., May 21, 1916.
N. Y.—Sao Paulo—Pier 62, N. R., May 28, 1916.
N. Y.—Montevideo—Pier 62, N. R., Jun. 4, 1916.
N. Y.—Buenos Aires—Pier 62, N. R., Jun. 11, 1916.
N. Y.—Rio de Janeiro—Pier 62, N. R., Jun. 18, 1916.
N. Y.—Sao Paulo—Pier 62, N. R., Jun. 25, 1916.
N. Y.—Montevideo—Pier 62, N. R., Jul. 2, 1916.
N. Y.—Buenos Aires—Pier 62, N. R., Jul. 9, 1916.
N. Y.—Rio de Janeiro—Pier 62, N. R., Jul. 16, 1916.
N. Y.—Sao Paulo—Pier 62, N. R., Jul. 23, 1916.
N. Y.—Montevideo—Pier 62, N. R., Jul. 30, 1916.
N. Y.—Buenos Aires—Pier 62, N. R., Aug. 6, 1916.
N. Y.—Rio de Janeiro—Pier 62, N. R., Aug. 13, 1916.
N. Y.—Sao Paulo—Pier 62, N. R., Aug. 20, 1916.
N. Y.—Montevideo—Pier 62, N. R., Aug. 27, 1916.
N. Y.—Buenos Aires—Pier 62, N. R., Sep. 3, 1916.
N. Y.—Rio de Janeiro—Pier 62, N. R., Sep. 10, 1916.
N. Y.—Sao Paulo—Pier 62, N. R., Sep. 17, 1916.
N. Y.—Montevideo—Pier 62, N. R., Sep. 24, 1916.
N. Y.—Buenos Aires—Pier 62, N. R., Oct. 1, 1916.
N. Y.—Rio de Janeiro—Pier 62, N. R., Oct. 8, 1916.
N. Y.—Sao Paulo—Pier 62, N. R., Oct. 15, 1916.
N. Y.—Montevideo—Pier 62, N. R., Oct. 22, 1916.
N. Y.—Buenos Aires—Pier 62, N. R., Oct. 29, 1916.
N. Y.—Rio de Janeiro—Pier 62, N. R., Nov. 5, 1916.
N. Y.—Sao Paulo—Pier 62, N. R., Nov. 12, 1916.
N. Y.—Montevideo—Pier 62, N. R., Nov. 19, 1916.
N. Y.—Buenos Aires—Pier 62, N. R., Nov. 26, 1916.
N. Y.—Rio de Janeiro—Pier 62, N. R., Dec. 3, 1916.
N. Y.—Sao Paulo—Pier 62, N. R., Dec. 10, 1916.
N. Y.—Montevideo—Pier 62, N. R., Dec. 17, 1916.
N. Y.—Buenos Aires—Pier 62, N. R., Dec. 24, 1916.
N. Y.—Rio de Janeiro—Pier 62, N. R., Jan. 1, 1917.
N. Y.—Sao Paulo—Pier 62, N. R., Jan. 8, 1917.
N. Y.—Montevideo—Pier 62, N. R., Jan. 15, 1917.
N. Y.—Buenos Aires—Pier 62, N. R., Jan. 22, 1917.
N. Y.—Rio de Janeiro—Pier 62, N. R., Jan. 29, 1917.
N. Y.—Sao Paulo—Pier 62, N. R., Feb. 5, 1917.
N. Y.—Montevideo—Pier 62, N. R., Feb. 12, 1917.
N. Y.—Buenos Aires—Pier 62, N. R., Feb. 19, 1917.
N. Y.—Rio de Janeiro—Pier 62, N. R., Feb. 26, 1917.
N. Y.—Sao Paulo—Pier 62, N. R., Mar. 5, 1917.
N. Y.—Montevideo—Pier 62, N. R., Mar. 12, 1917.
N. Y.—Buenos Aires—Pier 62, N. R., Mar. 19, 1917.
N. Y.—Rio de Janeiro—Pier 62, N. R., Mar. 26, 1917.
N. Y.—Sao Paulo—Pier 62, N. R., Apr. 2, 1917.
N. Y.—Montevideo—Pier 62, N. R., Apr. 9, 1917.
N. Y.—Buenos Aires—Pier 62, N. R., Apr. 16, 1917.
N. Y.—Rio de Janeiro—Pier 62, N. R., Apr. 23, 1917.
N. Y.—Sao Paulo—Pier 62, N. R., Apr. 30, 1917.
N. Y.—Montevideo—Pier 62, N. R., May 7, 1917.
N. Y.—Buenos Aires—Pier 62, N. R., May 14, 1917.
N. Y.—Rio de Janeiro—Pier 62, N. R., May 21, 1917.
N. Y.—Sao Paulo—Pier 62, N. R., May 28, 1917.
N. Y.—Montevideo—Pier 62, N. R., Jun. 4, 1917.
N. Y.—Buenos Aires—Pier 62, N. R., Jun. 11, 1917.
N. Y.—Rio de Janeiro—Pier 62, N. R., Jun. 18, 1917.
N. Y.—Sao Paulo—Pier 62, N. R., Jun. 25, 1917.
N. Y.—Montevideo—Pier 62, N. R., Jul. 2, 1917.
N. Y.—Buenos Aires—Pier 62, N. R., Jul. 9, 1917.
N. Y.—Rio de Janeiro—Pier 62, N. R., Jul. 16, 1917.
N. Y.—Sao Paulo—Pier 62, N. R., Jul. 23, 1917.
N. Y.—Montevideo—Pier 62, N. R., Jul. 30, 1917.
N. Y.—Buenos Aires—Pier 62, N. R., Aug. 6, 1917.
N. Y.—Rio de Janeiro—Pier 62, N. R., Aug. 13, 1917.
N. Y.—Sao Paulo—Pier 62, N. R., Aug. 20, 1917.
N. Y.—Montevideo—Pier 62, N. R., Aug. 27, 1917.
N. Y.—Buenos Aires—Pier 62, N. R., Sep. 3, 1917.
N. Y.—Rio de Janeiro—Pier 62, N. R., Sep. 10, 1917.
N. Y.—Sao Paulo—Pier 62, N. R., Sep. 17, 1917.
N. Y.—Montevideo—Pier 62, N. R., Sep. 24, 1917.
N. Y.—Buenos Aires—Pier 62, N. R., Oct. 1, 1917.
N. Y.—Rio de Janeiro—Pier 62, N. R., Oct. 8, 1917.
N. Y.—Sao Paulo—Pier 62, N. R., Oct. 15, 1917.
N. Y.—Montevideo—Pier 62, N. R., Oct. 22, 1917.
N. Y.—Buenos Aires—Pier 62, N. R., Oct. 29, 1917.
N. Y.—Rio de Janeiro—Pier 62, N. R., Nov. 5, 1917.
N. Y.—Sao Paulo—Pier 62, N. R., Nov. 12, 1917.
N. Y.—Montevideo—Pier 62, N. R., Nov. 19, 1917.
N. Y.—Buenos Aires—Pier 62, N. R., Nov. 26, 1917.
N. Y.—Rio de Janeiro—Pier 62, N. R., Dec. 3, 1917.
N. Y.—Sao Paulo—Pier 62, N. R., Dec. 10, 1917.
N. Y.—Montevideo—Pier 62, N. R., Dec. 17, 1917.
N. Y.—Buenos Aires—Pier 62, N. R., Dec. 24, 1917.
N. Y.—Rio de Janeiro—Pier 62, N. R., Jan. 1, 1918.
N. Y.—Sao Paulo—Pier 62, N. R., Jan. 8, 1918.
N. Y.—Montevideo—Pier 62, N. R., Jan. 15, 1918.
N. Y.—Buenos Aires—Pier 62, N. R., Jan. 22, 1918.
N. Y.—Rio de Janeiro—Pier 62, N. R., Jan. 29, 1918.
N. Y.—Sao Paulo—Pier 62, N. R., Feb. 5, 1918.
N. Y.—Montevideo—Pier 62, N. R., Feb. 12, 1918.
N. Y.—Buenos Aires—Pier 62, N. R., Feb. 19, 1918.
N. Y.—Rio de Janeiro—Pier 62, N. R., Feb. 26, 1918.
N. Y.—Sao Paulo—Pier 62, N. R., Mar. 5, 1918.
N. Y.—Montevideo—Pier 62, N. R., Mar. 12, 1918.
N. Y.—Buenos Aires—Pier 62, N. R., Mar. 19, 1918.
N. Y.—Rio de Janeiro—Pier 62, N. R., Mar. 26, 1918.
N. Y.—Sao Paulo—Pier 62, N. R., Apr. 2, 1918.
N. Y.—Montevideo—Pier 62, N. R., Apr. 9, 1918.
N. Y.—Buenos Aires—Pier 62, N. R., Apr. 16, 1918.
N. Y.—Rio de Janeiro—Pier 62, N. R., Apr. 23, 1918.
N. Y.—Sao Paulo—Pier 62, N. R., Apr. 30, 1918.
N. Y.—Montevideo—Pier 62, N. R., May 7, 1918.
N. Y.—Buenos Aires—Pier 62, N. R., May 14, 1918.
N. Y.—Rio de Janeiro—Pier 62, N. R., May 21, 1918.
N. Y.—Sao Paulo—Pier 62, N. R., May 28, 1918.
N. Y.—Montevideo—Pier 62, N. R., Jun. 4, 1918.
N. Y.—Buenos Aires—Pier 62, N. R., Jun. 11, 1918.
N. Y.—Rio de Janeiro—Pier 62, N. R., Jun. 18, 1918.
N. Y.—Sao Paulo—Pier 62, N. R., Jun. 25, 1918.
N. Y.—Montevideo—Pier 62, N. R., Jul. 2, 1918.
N. Y.—Buenos Aires—Pier 62, N. R., Jul. 9, 1918.
N. Y.—Rio de Janeiro—Pier 62, N. R., Jul. 16, 1918.
N. Y.—Sao Paulo—Pier 62, N. R., Jul. 23, 1918.
N. Y.—Montevideo—Pier 62, N. R., Jul. 30, 1918.
N. Y.—Buenos Aires—Pier 62, N. R., Aug. 6, 1918.
N. Y.—Rio de Janeiro—Pier 62, N. R., Aug. 13, 1918.
N. Y.—Sao Paulo—Pier 62, N. R., Aug. 20, 1918.
N. Y.—Montevideo—Pier 62, N. R., Aug. 27, 1918.
N. Y.—Buenos Aires—Pier 62, N. R., Sep. 3, 1918.
N. Y.—Rio de Janeiro—Pier 62, N. R., Sep. 10, 1918.
N. Y.—Sao Paulo—Pier 62, N. R., Sep. 17, 1918.
N. Y.—Montevideo—Pier 62, N. R., Sep. 24, 1918.
N. Y.—Buenos Aires—Pier 62, N. R., Oct. 1, 1918.
N. Y.—Rio de Janeiro—Pier 62, N. R., Oct. 8, 1918.
N. Y.—Sao Paulo—Pier 62, N. R., Oct. 15, 1918.
N. Y.—Montevideo—Pier 62, N. R., Oct. 22, 1918.
N. Y.—Buenos Aires—Pier 62, N. R., Oct. 29, 1918.
N. Y.—Rio de Janeiro—Pier 62, N. R., Nov. 5, 1918.
N. Y.—Sao Paulo—Pier 62, N. R., Nov. 12, 1918.
N. Y.—Montevideo—Pier 62, N. R., Nov. 19, 1918.
N. Y.—Buenos Aires—Pier 62, N. R., Nov. 26, 1918.
N. Y.—Rio de Janeiro—Pier 62, N. R., Dec. 3, 1918.
N. Y.—Sao Paulo—Pier 62, N. R., Dec. 10, 1918.
N. Y.—Montevideo—Pier 62, N. R., Dec. 17, 1918.
N. Y.—Buenos Aires—Pier 62, N. R., Dec. 24, 1918.
N. Y.—Rio de Janeiro—Pier 62, N. R., Jan. 1, 1919.
N. Y.—Sao Paulo—Pier 62, N. R., Jan. 8, 1919.
N. Y.—Montevideo—Pier 62, N. R., Jan. 15, 1919.
N. Y.—Buenos Aires—Pier 62, N. R., Jan. 22, 1919.
N. Y.—Rio de Janeiro—Pier 62, N. R., Jan. 29, 1919.
N. Y.—Sao Paulo—Pier 62, N. R., Feb. 5, 1919.
N. Y.—Montevideo—Pier 62, N. R., Feb. 12, 1919.
N. Y.—Buenos Aires—Pier 62, N. R., Feb. 19, 1919.
N. Y.—Rio de Janeiro—Pier 62, N. R., Feb. 26, 1919.
N. Y.—Sao Paulo—Pier 62, N. R., Mar. 5, 1919.
N. Y.—Montevideo—Pier 62, N. R., Mar. 12, 1919.
N. Y.—Buenos Aires—Pier 62, N. R., Mar. 19, 1919.
N. Y.—Rio de Janeiro—Pier 62, N. R., Mar. 26, 1919.
N. Y.—Sao Paulo—Pier 62, N. R., Apr. 2, 1919.
N. Y.—Montevideo—Pier 62, N. R., Apr. 9, 1919.
N. Y.—Buenos Aires—Pier 62, N. R., Apr. 16, 1919.
N. Y.—Rio de Janeiro—Pier 62, N. R., Apr. 23, 1919.
N. Y.—Sao Paulo—Pier 62, N. R., Apr. 30, 1919.
N. Y.—Montevideo—Pier 62, N. R., May 7, 1919.
N. Y.—Buenos Aires—Pier 62, N. R., May 14, 1919.
N. Y.—Rio de Janeiro—Pier 62, N. R., May 21, 1919.
N. Y.—Sao Paulo—Pier 62, N. R., May 28, 1919.
N. Y.—Montevideo—Pier 62, N. R., Jun. 4, 1919.
N. Y.—Buenos Aires—Pier 62, N. R., Jun. 11, 1919.
N. Y.—Rio de Janeiro—Pier 62, N. R., Jun. 18, 1919.
N. Y.—Sao Paulo—Pier 62, N. R., Jun. 25, 1919.
N. Y.—Montevideo—Pier 62, N. R., Jul. 2, 1919.
N. Y.—Buenos Aires—Pier 62, N. R., Jul. 9, 1919.
N. Y.—Rio de Janeiro—Pier 62, N. R., Jul. 16, 1919.
N. Y.—Sao Paulo—Pier 62, N. R., Jul. 23, 1919.
N. Y.—Montevideo—Pier 62, N. R., Jul. 30, 1919.
N. Y.—Buenos Aires—Pier 62, N. R., Aug. 6, 1919.
N. Y.—Rio de Janeiro—Pier 62, N. R., Aug. 13, 1919.
N. Y.—Sao Paulo—Pier 62, N. R., Aug. 20, 1919.
N